

## NEGRO TROOPS RIOT

Colored Cavalrymen Arrested at Fort Leavenworth.

## FIGHT ON CAR; SHOTS FIRED

Fourteen Soldiers Are Imprisoned and President Is Notified—One Colored Man Refuses to Pay Fare, Starting Trouble—Segregation Order Issued by Commandant.

Leavenworth, Kans., Dec. 25.—As the result of a street car riot, started by a negro soldier refusing to pay his fare, fourteen cavalrymen were placed under arrest to-day, and President Roosevelt apprised of the affair. The trouble, coming as it does within the controversy over the discharge of the negro troops concerned in the Brownsville affair is an absorbing topic, owing to the different light in which it is viewed by President Roosevelt and the Senate, is liable to result in more complications.

The trouble occurred on a car between Leavenworth City and the fort. Fifteen or twenty soldiers, including both white and black, seem to have engaged in a free for all fight, and several shots were fired, some of the windows of the car being smashed in.

Conductor L. B. Brown, who was in charge of the car, says that the trouble arose over the refusal of a colored trooper to pay his fare or get off. The negro became abusive and struck the conductor. A general fight followed, in which the white soldiers came to the aid of the street car men. The negro troops were finally ejected from the car. In retaliation, several shots were fired and stones were thrown through the windows of the car.

Two women and four civilians were aboard the car, which was crowded. During the melee the motorman put himself in the front vestibule, leaving the conductor to be badly beaten up by the negro soldiers before the white troops came to his aid. The negroes who created the disturbance were captured.

Because of the disturbances, the semi-official announcement was made to-day that the black and white troops will be kept apart in future, and not permitted to mingle either on or off duty.

## NEGRO SERGEANT SLAYS MATE.

Four Troops of Colored Cavalry See Fort Sheridan Tragedy.

Special to The Washington Herald.

Chicago, Dec. 25.—Tragedy blighted the spirit of Christmas at the big holiday dinner of the negro soldiers at Fort Sheridan this afternoon.

In the presence of the four troops of the Fort Sheridan squadron of the Ninth Cavalry, who were seated at the long tables in the dining hall ready to begin the Christmas feast, Sergeant John Griffin, of I troop, shot and almost instantly killed Corporal William Taylor, of the same troop, in a hand-to-hand struggle following a quarrel about a woman.

Taylor received the bullet through his breast, and died on the way from the dining hall to the hospital.

Griffin was disarmed, and placed in the guard house.

Trial on a charge of murder or manslaughter is inevitable, and there was speculation at the fort last night as to how the negro witnesses will conduct themselves in giving testimony, whether with the aid of the negro troops at Brownsville, Tex., fresh in their minds, they will consent to testify at all.

## CAPT. MACKLIN IMPROVING.

Motive of Assassin Believed to Have Been Solitary Robbery.

El Reno, Okla., Dec. 25.—Fort Reno was thrown into a fever of excitement this morning by the rumor that Capt. Macklin's assassin had been captured. A negro was arrested about twenty miles north of this place and brought here by a deputy sheriff, but he proved to be a negro farmer, accused of stealing cotton.

Capt. Macklin continues to improve. The murder theory has been entirely discarded, and all are convinced that the intent was robbery, and that the robbery was not a discharged member of the disgraced battalion of the Twenty-fifth Infantry.

## GET MARRIED IN A HURRY.

Couple Calls Justice by 'Phone and He Responds in Auto.

Babylon, L. I., Dec. 25.—Dr. Charles Vincent Paterno, of 282 West 134th street, Manhattan, and Miss Minnie Minton Midland, of Porterville, N. Y., were married Sunday night by Justice of the Peace James B. Cooper, who was called up on the telephone from the Playhouse Inn and asked if he would perform the ceremony. He went to the inn in an automobile and was greeted by Dr. Paterno, Miss Midland, and Robert Minor, the butler at the inn, who became a witness to the ceremony, which was not performed.

## SEVEN CASUALTIES IN FIGHT.

Nine Guards and Strikers in Fatal Clash—Three Dead, Four Dying.

Owensboro, Ky., Dec. 25.—Three men were killed and four fatally wounded in a fight last night between guards employed by the West Kentucky Coal Company at Sturgis and striking miners.

The dead are C. J. Dougherty, a mine guard; Billy Malloy, miner, and Will Gray, miner.

The fight occurred on a downtown street a mile from the mine. Twenty-five shots were exchanged.

The members of the miners' union have been on strike for a year, and the coal company has been working nonunion men under guards.

## CLERKS ASK SHORTER HOURS.

Chicago Retail Salesmen May Strike if Not Recognized.

Chicago, Dec. 25.—Chicago retail clerks, in a big meeting at Bush Temple to-night, voted to demand a five-hour day with double pay for overtime. Clerks in the small stores say they are working now from 10 to 15 hours weekly. There are threats of a strike if the demand is refused.

## NO-KALON

PHONE WINE CO. 614

1425 ST.

REGIMENTAL PUNCH

FOR

NEW YEAR'S RECEPTIONS.

Ready to Serve.

## SCHACHTHAUSER DIES OF WOUND

Was Principal Witness for Philadelphia in \$5,000,000 Suit.

Philadelphia, Dec. 25.—After lying unconscious for weeks, Frederick J. Schacht, the most important witness for the prosecution in the city of Philadelphia's \$5,000,000 suit against James P. McNichol, Israel W. Durham, and others, died to-night in a hospital from wounds inflicted by a crazy man.

Schacht was known as the "eat it up" witness, because in his preliminary deposition he had sworn that former Chief of the Bureau of Prisons John W. Hill had told him to do this on an unexpended balance of \$5,000 on one of McNichol's contracts.

Schacht died from a bullet wound inflicted November 9 by Frederick Hornberger, a fellow-employee, who charged his victim with ruining his wife. Subsequent investigation proved Schacht innocent of this crime, and showed that Hornberger had leveled the same accusation on scores of others, and that he was insane.

## TRAINS MOVE ON TIME.

No Freight Tie-up as Result of Southern Pacific Strike.

El Paso, Tex., Dec. 25.—All trains east of here on the Southern Pacific are moving on time, in spite of the firemen's strike, and officials declare that no freight is tied up, but that trains are moving as usual. Negroes and Mexicans are being employed as firemen, and engineers are breaking them in rapidly.

"With our oil-burning engines, a fireman can become proficient in one trip," said S. C. Marks, superintendent of the Southern Pacific here. "We are having no trouble getting men."

## FEW FRENCH CHURCHES OPEN

Midnight Mass at Christmas Celebration Generally Abandoned.

Faithful Admitted, but Ceremonies Are Not Public—Sympathizer Makes Only Disturbance.

Paris, Dec. 25.—Christmas has come and gone in France without the Christmas Eve midnight mass, and personal inquiry would be necessary to find out who felt keenly this deprivation. Really, midnight mass was celebrated in various places where the faithful could assemble, just as there is mass daily in the churches, and the devout attended without any embarrassment whatsoever, but the spectacle hunters, who have been numerically the greatest factor in the midnight mass, went their several ways without seeming to mind this grave change ordained by the holy church. Devout worshippers to the number of 1,000 made their way to the great Church of the Sacred Heart in Montmartre, where midnight mass was said. They were admitted through the sacristan's door. Most of them departed after the mass, but many lingered to pray for the church's welfare and in silent adoration.

This incident only emphasized the lack of deep interest shown elsewhere, a lack which galled some of the church papers into a nearer approach to fanatic abandon than has been shown in many weeks. The authorities say fervently that next year, when the peasants leave their cottages and step into the cold night, they will see a light on a hill, a light similar to that of the Star of Bethlehem. Crowds will gather, to celebrate a fast to which the churches are closed.

The Libre Parole says: "Sadness and despair are met on every hand, yet at times one utters a horrible laugh, produced almost involuntarily by a situation which, though atrocious, is so illogical, so grotesque, that it compels a laugh. It seems that men going to the scaffold must laugh at it."

The anti-church organs, on the other hand, speak in a quite matter-of-fact way. The Aurore says that the abolition of the midnight mass here is an Episcopal lock-out, with a plain purpose, namely, there is no more midnight mass; persecution is beginning. It adds there is not a Catholic in France who does not know if there is no midnight mass it is by the will of the bishops.

The Humanite says: "Behold a church, which when not persecuted persecutes itself. It is the who extinguishes in the heavens the star of the wise men. She had best have care, lest the eyes of her children lose their habit of searching in the night for this light. But really, why does she suppress the midnight mass, and yet ordain that other masses continue? She is no more menaced on Christmas than on other days, and she appears, rather, as desiring to provoke agitation."

Sympathizer Smashes Picture.

It remains for a church sympathizer to cause the only public agitation in Paris to-day. At the corner of the Grand Boulevard and Rue Richelieu there is a window known for years to thousands of tourists, swells, and Frenchmen, where public men are caricatured in drawings that are changed daily. The caricature to-day showed Cardinal Richelieu, with Deputy Dennis Cohen hanging to his shoulders in a way which offended a Catholic journalist, Henri Bruchard.

Bruchard, being apparently a prudent man, did not act impulsively, but went up to a policeman standing near the window, and inquired what would happen if he smashed the window. The policeman politely informed him that it would be necessary to arrest him, whereupon Bruchard violently struck the window with his cane, and bade the officer do his duty. After acknowledging his guilt at the station house and declaring that he had acted because of his conscience, Bruchard was liberated. He promptly wrote a letter to the evening papers of Amiens.

In the various communes of the Somme new declarations have been made to the number of forty-five.

## DENVER HAS \$200,000 FIRE.

Ernest &amp; Crammer Building in Center of City Badly Damaged.

Denver, Colo., Dec. 25.—Fire this afternoon gutted the upper stories of the mammoth eight-story Ernest & Crammer business and office building, in the heart of the city, causing a total loss of \$200,000.

The seven upper floors were occupied by at least 100 lawyers and the operating department of the Postal Telegraph and Cable Company. The ground floor was occupied by the Postal office and various stores and the United States National Bank. The fire was a stubborn one and scores of people had narrow escapes from death.

## GUGGENHEIM WILL BE NOMINEE.

Denver, Colo., Dec. 25.—An official call for a caucus of Republican members of the legislature, New Year's Eve, just issued, is considered confirmatory of the election of the millionaire Guggenheim to the United States Senate. The legislature will formally ratify soon after convening.

## Ocean Steamships.

New York, Dec. 25.—Arrived today: Steamships Palmetto, Dec. 25; Inverness, from Baltimore, Dec. 25; La Haye, from Antwerp, Dec. 25; Martello, from Hull, Dec. 25.

## HAS GIFTS; IS KILLED

Father, Going Home to Dinner, Run Over.

## CHILDREN HAD TREE FOR HIM

Railroad Man Had Not Been with Family for Christmas for Many Years—Neighbor Breaks News at Time Parent Was Due—Other Christmas Tragedies.

Utica, Dec. 25.—George Wilkie, aged forty-two years, of this city, a conductor employed on the Delaware, Lackawanna and Western road, was killed by a train in the local Lackawanna yards to-day as he was hurrying home to join his family at Christmas dinner. Wilkie reached Utica from Binghamton shortly after 11 o'clock this morning, and, after making out his report, started homeward, carrying a big bundle of gifts for his wife and three children, who, in anticipation of his coming, had prepared a fine Christmas tree and spread out an array of presents for him.

For a number of years Wilkie's duties as conductor had deprived him of the pleasure of spending Christmas with his family, but to-day matters so arranged themselves that he was to be at home in time for dinner and spend the remainder of the holiday there.

About the time that Mr. Wilkie was due home, a neighbor rushed in and informed the family that he had been killed. A few minutes after Wilkie had left the Lackawanna dispatcher's office, and while turning around to wish another employee a merry Christmas he was struck by a shifting engine and ground to pieces. He was one of the best-known men along the Utica and Binghamton division of the Lackawanna.

## SHOT WITH CHRISTMAS RIFLE.

Hunting Party Breaks Up When Boy Gets Bullet in Leg.

While playing in some woods back of Oak Hill Cemetery yesterday afternoon, William Benton, of 2018 Pennsylvania avenue, was accidentally shot in the leg with a rifle by Raymond Vaughn. Both are sixteen.

Vaughn had been given a .22-caliber rifle for a Christmas present, and being anxious to test its accuracy, took a tramp in a bit of timber near Twenty-seventh street and Rock Creek in quest of game.

Through some mishap the gun was accidentally discharged, and the ball lodged in the leg of his companion. The injured boy was immediately carried to the Georgetown University Hospital, where his wounds were dressed. The ball barely missed the bone, and went through the fleshy part of the leg below the thigh. Benton remained in the hospital until late in the evening, when he was removed to his home by his parents.

## DESPONDENT GIRL ENDS LIFE.

Withdraws from Christmas Entertainment and Commits Suicide.

Flemington, N. J., Dec. 25.—Miss Bessie Hill, organist of the Reaville Presbyterian Church, committed suicide to-day by drowning herself in a cistern at the home of her mother in Reaville. Miss Hill had been suffering from nervous trouble for a brief period. She has been rehearsing a Christmas cantata, which was presented in the church last night, but withdrew from the entertainment last week.

Early this morning she told her mother she desired a drink. She refused her mother's offer to go for the water, and went into the kitchen, where she picked up a trap door over the cistern, cut her throat with a cleaver, and then jumped into the cistern. A few moments later Mrs. Hill became alarmed over her absence and called to her. Receiving no answer she hastened to the kitchen door, only to find it locked.

Neighbors were quickly summoned, but she was dead when taken from the cistern. No reason can be assigned for the tragedy. This was a popular and well-to-do family. Her part in the entertainment was taken by another last evening, but her apparent inability to assist in the production is not thought to have weighed on her mind.

## SUICIDE AIDS 'FRISCO POOR.

Woman Who Drowns in Los Angeles Hurler an Earthquake Refugee.

Los Angeles, Dec. 25.—The suicide of Mrs. Mary Elsie Balfour, aged fifty-four, who threw herself into a lake at East Lake Park last night, reveals that though she lived alone in a poor shanty, she left a large fortune, mainly to charity. Her body was found to-day by the park keepers, and in her satchel was this memorandum:

"My will is in the little trunk on the table. I want to be buried at sea. The will directs that the money in the Balfour bank, of San Francisco, be distributed among the poor of San Francisco, fire victims being given preference. Her children in the Copenhagen bank are left to the cities of Copenhagen and Nestled, be distributed by the mayors of those cities. Money in the German Bank, of San Francisco, and all other funds are willed to two cousins in Denmark. Much jewelry is bequeathed to her sister, Edwina Nelson, of Nestled.

She had \$1,100 on deposit in Los Angeles banks. Her will shows that she was a refugee from the San Francisco fire, and that its disaster had affected her mind.

## MAN KILLED; WOMAN BURNED.

McKenzie's Throat Cut—Fireworks Makes Blaze of Bed.

Mobile, Ala., Dec. 25.—John McKenzie, a well-known citizen, was found at an early hour to-day with his throat cut from ear to ear. There is not the slightest clue to the identity of the murderer. A number of officers and detectives are making an investigation.

The bedding of Mrs. Mary Anderson, of this city, went up in flames when Christmas fireworks last night, and she was burned to death before aid could reach her.

## BOY'S GIFT CAUSES DEATH.

Friend Kills Young Moss, Who Got Rifle From Santa.

Indianapolis, Dec. 25.—A flint rifle, a Christmas gift to the mint at that time, shot a boy fifteen years old, caused his death this morning. Delighted with his gift, he took the rifle over to show to his young friend, Noah Street, who lived near by. The Street boy picked up the trigger, and the shot entered Moss' heart. He died instantly.

## THE LAW REPORTER PRINTING COMPANY

COMMERCIAL PRINTERS—STATIONERS

218 FIFTH STREET, N. W.

M. M. MOORE, Manager

Phone Main 1141

Special Private Delivery.

## FIREMAN CRUSHED TO DEATH.

Caught Between Cars in Railroad Accident—Two Other Wrecks.

Savannah, Ga., Dec. 25.—Southern Railway train 33, while running between Savannah and Jacksonville early to-day, on the joint track with the Atlantic Coast Line, derailed engine and express car and the front trucks of the mail car, at Moncrief crossing.

Edward Holmes, colored, of Savannah, was caught between the tender and cab frame and instantly killed. Engineer J. W. Urquhart was painfully scalded, but it is not thought his injuries will result fatally. No passenger was killed or injured.

The track was only slightly damaged, and the passengers were able to proceed to Jacksonville with but little delay.

## Collision Causes Slight Damage.

Greenville, S. C., Dec. 25.—At 8:45 p. m. Monday the rear of train No. 40 on the Atlanta-Charlotte Air Line was struck by train No. 28, resulting in slight damage to equipment and slight injuries to several passengers on train No. 40.

The mail car, as well as passengers, were able to proceed northward, with a delay to both trains of only several hours.

## Details Cars of Merchandise.

Liberty, S. C., Dec. 25.—Train No. 41, local accommodation, operating between Charlotte and Toccoa, on the Atlanta-Charlotte Air Line, struck No. 174, a through freight, derailling several cars of merchandise, which it was necessary to destroy. No passenger was killed, but the engineer of the passenger train had his ankle broken. Both trains were moving at a slow rate of speed, and the accident was caused by a confusion in signals of the trainmen.

## THAW'S WIFE IS KEPT OUT

Not Permitted to Deliver Present to Husband in Tombs.

Slayer of White Has Disappointing Holiday in Prison Other Inmates Remembered by Friends.

New York, Dec. 25.—Harry K. Thaw was probably the most disappointed man in the Tombs to-day. Everything seemed to go wrong with him.

In the first place, when his wife called, she could not see him. There is a rule that prisoners cannot have visitors on Sundays and holidays, unless a special pass is obtained from the commission of correction. Mrs. Thaw had not thought of getting one, so she had to leave the Christmas present, which she carried in a certificate of reasonable doubt.

Thaw waited some time for his wife, and learned that she had called when he got the present. He had one for her, which was wrapped in a big bundle. He chased an orderly downstairs with it, but Mrs. Thaw would not take it. "Teddy Bear," Mrs. Thaw will have to wait until to-morrow for it.

The friends of George Burnham, Jr., who was counsel and vice president of the Mutual Reserve Life Insurance Company, did not forget him. He was convicted of grand larceny and sentenced to two years in Sing Sing. He cannot be released on bail until a motion he has made for a reasonable doubt has been granted. William Rand, Jr., counsel for Burnham, has made a motion for a certificate, but Justice O'Gorman has not acted on it yet.

Arthur J. Mallon, a policeman, who was convicted of manslaughter for killing a crook, spent his Christmas in the Tombs. He has been out on bail all the time, but he was arrested the other day after the appellate division had affirmed his conviction. Other prisoners of the Christmas season who are awaiting extradition to Greenwich, Conn., on a charge of having killed her husband, and Mrs. De Massey, the woman who shot Gustave Simon, a crook, are in the Tombs.

There were 42 prisoners in the Tombs. They all got a special dinner. The prisoners ate 500 pounds of chicken, 150 turkeys, a barrel of apples, and 150 mince pies.

## "DOLLAR MORGAN" TALKS.

Mint Designer Tells of Failures of Counterfeiters.

Philadelphia, Dec. 25.—George T. Morgan, known as "Dollar Morgan," at the Philadelphia mint, where he is engraver and designer, to-day denied there was any truth in a sensational report from the press that counterfeiters had been trying to make their money from the dollar which he designed in 1875 after a contest in which hundreds competed.

It was said that these counterfeiters had approached him by indirect methods, asked him artfully worded questions about the location of these secret marks, and so concealed their identity that he had not discovered until long afterward that they were making the "dollar." Mr. Morgan explained why counterfeiters are not particularly interested in "secret marks."

"It is true," he said, "that there is a large number of manufacturers of spurious coins going on, but the counterfeiters simply use molds to get an imprint of the design, and this method, of course, produces secret marks and all, so that the counterfeiters of London are not of particular interest to the criminals."

"It might be thought that the difference in price between the bullion and face value of the silver dollar would tempt men to make spurious dollars out of silver and gain the difference." "But silver will not 'pour well' in molds, and consequently a base composition is used. To make real silver dollars it would be necessary to have stamp dies and a big expensive press, sufficient to conceal, and this method is, therefore, not used."

"Secretary Gage, when he was head of the Treasury Department, had the idea that counterfeiters might manufacture gold dollars, circulate them at their face value, and make about half a dollar on each coin."

"He came to Philadelphia and made the surprising suggestion that prominent business men might set up a private mint to place the gold coins at their face value, and make about half a dollar on each coin."

"To-day nearly all full railway postal cars are built sixty feet in length. Usually the department, when it authorizes a 40-foot car on a line, has a 60-foot car drawn for it, and the space of such a car. The department pays, in this instance, for a 40-foot car only, but the railroad hauls daily and provides a 60-foot car. Now, the absurdity of the situation is here, with some railroads hauling voluntarily twenty feet of extra space gratuitously, other railroads that are paid for hauling fifty-five feet of space are paid, not a proportionally increased rate, but at an increasing rate of pay out of all proportion. The increase of fifteen feet in space above forty feet is provided for by an increase of pay of \$25, or at the rate of \$1.66 per linear foot. To put it in another way, the length increases from forty to fifty-five feet, an increase of 37.5 per cent, while the pay covering the increase jumps from \$25 to \$39, an increase of 56 per cent. I have endeavored to correct this discrepancy, which has followed from the fact that the law, which does not change, cannot automatically keep step with the world, which does change."

Mr. Morgan's bill eliminates the word "working" from the provision relating to weighing, so that the railways will be paid on the basis of an actual daily average, instead of on an average determined by dividing the total weight carried in the whole number of days less Sundays. His schedule of car pay reduces the rate from \$5 to \$19 per car.

## RESCUERS CAUSE DEATHS.

Trance Gas Odor, Go to Aid, and Explosion Follows.

Chicago, Dec. 25.—Herman Oberg and Robert Widgren, partners in the coal business on the northwest side, are dead, and Alfred Oberg and Oscar Youngren were seriously injured early to-day by an explosion, the result of an attempt to drag two bodies from the gas-filled coal office, where they were found. Investigation revealed the fact that the gas fixtures in the office had been torn from the walls, and the police have begun an investigation, on the theory that the men were victims of foul play or of a suicide compact.

Alfred Oberg lives in the building where the office is situated. He was awakened about daylight by the odor of gas, traced it to the office, summoned Youngren, a neighbor, and burst in the door.

As the two men entered the room, Oberg struck a match and a terrific explosion followed, injuring Oberg and Youngren so seriously that the former may die.

It was some time later, after the police had been summoned, that Oberg's and Widgren's bodies were found. The authorities are investigating the report that they were miners and kept a large sum of money in their office. The two Obergs were not related.

## MULCT GOVERNMENT

Railways Which Carry Mails Are Overpaid.

## DUE TO ANTIQUATED SYSTEM

Representative Murdock, of Kansas, Will Press Resolution and Bill After the Holidays—Explains How Present Method Results in Payment for Services Not Rendered.

Considerable attention has been attracted in Congressional circles by the revelations of Representative Victor Murdock, of Kansas, with reference to the mulcting of the government by the railroads which carry United States mails. In the speech delivered on that subject some days before Congress adjourned for the holidays, Mr. Murdock showed that the accounts paid the railroads is enormously larger than it should be, as a result of the present system of ascertaining the appropriate weight of the matter carried.

In a resolution offered just before adjournment, he called on Postmaster General Cortelyou for information as to why present conditions are allowed to exist, and this will be pressed when the lawmakers get together next week. The periodical weighing of the mails will commence February in several Middle Western States, and Mr. Murdock and those who are supporting him are anxious to secure action before that time.

In a statement showing the manner in which the railways are overpaid, Mr. Murdock points out that on the New York-Buffalo route, over the New York Central, the amount paid by the government is \$37,000 a year more than it should be.

## Daily Excess, 66,000 Pounds.

Another route on which similar conditions prevail is that between New York and Philadelphia. "The average daily weight of the mails on this route is given in the report of the Post-office Department for 1905 at 58,574 pounds," said Mr. Murdock. "Apparently it was not that; it was, in all probability, 432,000 pounds; that is, 66,000 pounds less. The annual rate of compensation is given at \$491,000, and it should have been \$427,000, or \$64,000 less."

"The average daily weight of the mail on Route 1000, on the Pennsylvania, from Philadelphia to Pittsburgh, is given at 362,000 pounds. It was, in fact, 213,000 pounds, and the annual rate of compensation is given at \$1,410,000. That should have been \$1,228,000, or \$182,000 less."

"If this is an overpayment on these three routes, the figures would reach \$300,000."

"The basis of most of our enormous outlay for the railway carriage of mail—\$45,000,000 this year," Mr. Murdock said, "is the average daily weight of the mails, and fairly as the system of pay is, if we are to retain it, the basis of that pay—the average daily weight—ought to be a true and not a false average. That the average is mathematically false I believe, and an accountant would show that this government in the last ten years has paid something in the region of \$400,000,000 for the carriage of the mails more than it would have paid on a true average. If the averages are excluded, reducing the system to the basis of a week, seven days weighing are aggregated, and the result is divided by six. This increases the average, of course. As nearly all the heavy averages come from routes which have Sunday mails, the loss to the government is enormous."

Mr. Murdock asserted that this system has continued, apparently, for years. The department, he explained, has a warrant for it in an opinion given by an Attorney General in 1884.

Mr. Murdock is the author of a bill to reduce the rate of pay of the railroads for transporting the mails. He believes that if the system of weighing was revised and his schedule adopted, the saving to the government would be enormous.

If postal-car pay, over and above pay for weight is to remain a part of the system of pay, Mr. Murdock says the present schedule of pay for space and haulage should be revised.

The present pay for space and haulage is based on the following ratio:

Length of Cars	Per Daily Line
40 feet	\$25
45 feet	30
50 feet	35
55 feet	40
60 feet	45

## Gross Inequalities.

Commenting on the inequalities of this schedule, Mr. Murdock says: "Like other features of the law of 1873, it may have been doubtless well in its day; but it has become antiquated and moss-covered, until to-day the table is ridiculous. In 1873 a 40-foot postal car was quite an achievement in car-building, and a compensation for its space and haulage at the rate of 62½ cents per linear foot was considered reasonable; but the world of car-building and car-hauling has moved on and left this old table of pay standing absurdly out of date, for in those days a 45-foot car was so unusual, apparently, that in providing pay for it the rate was raised from 62½ cents per linear foot to a 40-foot car to 62-2/3 cents per linear foot for a 45-foot car, and the 50-foot car was so unusual and its weight so extraordinary in the average train in those days that the pay per linear foot was 80 cents per linear foot, and a 55-foot car—a monster in 1873—was paid for at the rate of 90 cents per linear foot, and a 60-foot car was put into the law presumably as a concession to the possibilities of the future."

Works Both Ways.

"To-day nearly all full railway postal cars are built sixty feet in length. Usually the department, when it authorizes a 40-foot car on a line, has a 60-foot car drawn for it, and the space of such a car. The department pays